

# THE ILLUSTRATED LONDON NEWS

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SIXPENCE.

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FROM A SKETCH BY OUR ARTIST WITH THE BRITISH: A GERMAN AEROPLANE BEING FORCED TO EARTH BY TWO BRITISH MACHINES, AMID CLOUDS OF GERMAN SHRAPNEL, AT YPRES.

Mr. Frederic Villiers has here illustrated a thrilling fight in the air which he witnessed the other day at Ypres. A German aeroplane flew over the town and passed behind the British lines. At once two British machines went up in chase, and the German led his pursuers back over his own lines, where they came under a hot fire of German shrapnel. The shells broke in succession, at regular intervals, into puffs of smoke, which hung in the air like floating clouds. But the British pilots, regardless of

danger, climbed above the German, and, shooting at him from above, drove him continually downward and back over the British lines, where he came within range of our trenches. Finally, the machine crashed to earth in a field; the pilot was killed and the observer taken prisoner. On the right in the drawing is part of the ruined Cloth Hall of Ypres. Further to the left is a wrecked church. The German aeroplane is the lower one on the right.

FROM A SKETCH BY FREDERIC VILLIERS.—[COPYRIGHTED IN THE UNITED STATES AND CANADA.]



## "OUR NOTE-BOOK."

Owing to the continued illness of Mr. G. K. Chesterton, we are compelled to omit "Our Note Book." We trust that Mr. Chesterton will be well enough to resume it before long.

## THE PLAYHOUSES.

### "ADVERTISEMENT." AT THE KINGSAWAY.

THE new play by Mr. Macdonald Hastings is an extraordinary hotch-potch in which three separate themes are by turns touched and dropped. There is the theme of modern advertisement—enough, surely, for any man; there is the question of mixed marriage between Jew and Christian; there is the matter of social ambition. Just one word on Mr. Hastings' treatment of the Jew. He imagines that a man of this faith, at the moment he has heard news of his beloved son's being killed at the front, could find it in his heart to see reporters and press on their notice his new hair-restorer. It is this sort of insensitiveness which makes one rather despair of Mr. Hastings, despite his wit, his forceful dialogue, his neatness in hitting off type-differences. But "Advertisement" is his title: how does he handle his subject? Does he show us the breadth of imagination, the gift of power, the sense of romance which go to the making of the great advertiser? Not a bit of it. His Jewish patent-medicine man is just a rogue of a dull and unresourceful order, fit lord of satellites who are no better than sharpers. Mr. Sydney Valentine does wonders towards giving the vulgar Jew individuality; Miss Braithwaite tries hard to reconcile us to a mother who talks with her son of the transgression against morality which was responsible for his birth; and Miss Ellen O'Malley, Mr. Paul Arthur, and others are in the cast.

### "THE PANORAMA OF YOUTH." AT THE ST. JAMES'S.

Imagine a version of "The Second Mrs. Tanqueray" in which the main scheme is almost slavishly followed, but in which the characters are sentimentalised and provided with endless-seeming flights of rhetoric, and you have Mr. Hartley Manners's "Panorama of Youth" in a nutshell. His equivalent for Ellean—a convent-bred girl, so ecstatic about a dead mother who was by no means impeccable, so concerned that her father is marrying a woman with an apparent "past," so bashful over her own discovery of the meaning of love—gets badly on one's nerves, even with charming Miss Madge Titheradge as her impersonator. And really the best things in the play, a play merely of situations and artifices, are the scenes which provide comic reliefs—the meetings between the girl's father and his two club friends. Quite laughable is the idea which makes these cronies, who have scoffed at their host's corsets and dyed hair, adopt his principles of keeping young when he has discarded them, and take up, one with the stays and the other with the hair-dye. Sir George Alexander, as Tanqueray new style, is delightful in these lighter moments; and Mr. Nigel Playfair and Mr. Alfred Bishop give him excellent backing. Somewhat wasted are the fine talents of Miss Nina Bouicault; she has to explain too much, to show feeling too rarely.

### "THE JOKER." AT THE NEW THEATRE.

We have had better farces than "The Joker," but we have certainly had worse. Compared with some recent specimens of its genre, Messrs. Schofield and Ramsay's piece, named after that card in the pack which is generally reckoned as useless, is of almost shining merit, notwithstanding the rewness of its material. On the one side it has a topical interest, for it sets forth the adventures of an innocent patriot who is mistaken for a German spy and has to pretend to be such to escape capture; he has affinities with "The Man who Stayed at Home," having been rejected by the Army for his small size, yet doing his country the best of turns in countering espionage. On the other side the play resurrects quite old-fashioned stuff, for we meet again here with the silly creature who hides his second marriage from his family and his daughters from his new wife. This time he is made a Colonel. Mr. Norman Page manages to faint and to knit quite realistically.

### "WILD THYME." AT THE COMEDY.

At last a play with a real story, a play that has plot and sequence and is properly articulated! For the sake of those virtues one could forgive the French comedy George Egerton has adapted as "Wild Thyme" if it were much more sentimental than it is, and had more scenes than a few which dragged. But such negative praise does far less than justice to this version of "La Belle Aventure." It has humour of a fresh sort to relieve the sentiment; it has fragrance in the treatment of a subject a coarse touch could so easily have spoilt. That subject is boy-and-girl love which overrides the obstacles of a marriage half-accomplished, and fulfils itself without sanctions of Church or State. It is all the fault of Hélène's delightful old grandmother. How should she know, when the two arrive at the girl's cottage, th. André is not the bridegroom? How should she suppose that it is a good motive which makes him try to sleep outside his sweetheart's bedroom? Thinking the pair have had a quarrel, she calls Hélène up and precipitates them into each other's arms. It is all so daintily managed, this love-tale; there is such girlish charm and innocence about the heroine, especially as Miss Ellaline Terriss acts the part; there is such engaging cheekiness about Mr. Seymour Hicks's boy-lover; Miss Mary Rorke makes the grandmother such a dear in her variations of temper, pathos and tartness; and Mr. Sam Sothern, as the bridegroom who is for ever referring to his note-book, makes such laughable interludes, that it is impossible to find anything shocking in the play. Why, it is as sweet as its name!

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A MOUND ALL DAY.

## "GREAT-WAR DEEDS."

This splendid Number is printed in Photogravure throughout, and every proof is equal to a guinea engraving. It consists of 28 photogravure proofs of paintings (each picture measuring 20 in. by 11½ in.); together with the Panorama mentioned above.



THE BATTLE OF HELIGOLAND BIGHT: RESCUING MEN OF  
A GERMAN DESTROYER.

## "GREAT-WAR DEEDS."

In this Number are represented the Royal Navy, the Royal Australian Navy, the Royal Naval Air Service, the Naval Brigade, the British Army, the Territorials, the Indian Army, and the Canadian Contingent.



THE CHILE FIGHT: THE "GOOD HOPE" GOING DOWN WITH  
HER LAST GUNS FIRING.

## "GREAT-WAR DEEDS,"

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## A NOTABLE BOOK ON BIRDS.

BIRD-LOVERS—their name is legion—are happy in the return of spring; and day by day they are watching for the migrants from overseas. Often in the quiet places of our English countryside the eye is caught by an unfamiliar bird form, or the ear is ravished by the seldom-heard music of some shy visitor. It is always a pleasure, after such an experience, to turn to a reliable work and refresh our knowledge; but such works are few. A very notable addition to them is in preparation, and the first of Mr. Archibald Thorburn's four volumes, entitled "British Birds" (Longmans), is already issued. The publishers have been responsible for some of the best and most sumptuous works on natural history produced in the past few years, notably those of Mr. J. G. Millais; and Mr. Archibald Thorburn has been associated with them all. He is a naturalist *au bout des ongles*, and whether in his home in one of the most beautiful parts of Surrey or in the most remote and inaccessible highlands, he has studied wild life in its proper haunts. Moreover, and this is a singular achievement, he has contrived to combine close observation and meticulous handling with a true artistic effect; so that, while the casual observer is arrested by the picture, the naturalist, giving a critical eye to form and colour, finds no detail lacking.

In the first of a series of volumes that will find an honoured place in the library of all bird-lovers who can purchase them, Mr. Thorburn has pictured some hundred and forty species; and although from six to nine birds figure on one plate, the colour-printing has survived the severe test, and the general result must be pronounced excellent. To make his work comprehensive, the artist has borrowed from Lord Rothschild certain birds that were not available for life-study, so that even the rarest visitors to these islands find their place. Although, as he explains, Mr. Thorburn is more familiar with the brush than the pen, he has made his work complete by giving the necessary description of nest, eggs, food, song, and habits of the birds, adding to his own observation and that of his circle the views of the leading British ornithologists. The information is brief, but sufficing and eminently reliable. It was hardly necessary to say in the preface that the whole work is one of years, or to hint that the majority of studies are from life. Nobody who has watched birds closely will fail to note the happy choice of attitude that characterises so many of the species. The birds have been seen in fortunate moments, and what may have been in the first instance a rapid pencil sketch retains some of the spontaneity in the finished production. The decorative setting of each plate is aptly chosen and adds largely to the pictorial effect, for Mr. Thorburn is a student of trees and flowers as well as of birds, and contrives in simplest fashion to give some hint of association between each species and its surroundings.

Such a work was well worth doing, even though it has been done before; and though the price is necessarily considerable, it compares favourably with such a monumental work as the late Lord Lilford's, which is now the treasured possession of a very few, and by reason of its cost could never have reached more than a limited circle. Considering the work entailed and the rare beauty of the production, the price of six guineas for the set of volumes is by no means unreasonable. To many the revelation of so much bird-beauty will hold something of a surprise; we see little save a small proportion of our birds, partly because so many of the most attractive are migrants, and still more because the growth of towns has driven the shyest to remote corners where few save untrained eyes chance to see them. Yet by the use of proper nesting-boxes many rare birds can be tempted to forget their fears, as Mr. Wilfred Mark Webb has proved to us in the Sanctuary of the Selborne Society at Perivale, near Ealing, where, within sight of factories and evidence of urban activity, within sound as well as sight of the railway line, many of our summer visitors elect to make a home and accustom themselves to the quiet regard of visitors. Such sanctuaries, of which we have all too few, are not hard to establish; and just as the wild wood-pigeon will feed at our feet in St. James's Park, and will not permit us to approach within fifty yards in a sporting country, so the wildest and most nervous of birds will come at last to regard man without fear.

If we are not mistaken, Mr. Thorburn was as skilled with rifle and shot-gun as with pencil and brush in the early days; but he learned, as others have learned since, that the living body is an endless joy and the dead trophy is of comparatively little value. It is easy to take life; to understand and to express the understanding is the gift of the few. In its way, such a volume as we have before us is a powerful plea for the student as opposed to the collector, and it is matter for regret that the latter has enjoyed so long a vogue. In fairness to the collector, it must be remembered that he is not altogether responsible for the disappearance of certain birds that were regular visitors to these islands in times past. As land has been reclaimed and passed into a state of high cultivation, the conditions favourable to many species have disappeared. To give only one instance, the draining of the Lincolnshire fens may be said to have affected the character of the avian visitors to the East Coast. Happily, people of leisure are now sufficiently interested in bird life to create the conditions that may best attract, and it is not unreasonable to hope that in days to come we shall welcome the return of some species whose visits are recorded by those who followed long years ago in the footsteps of Gilbert White.

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# THE GREAT WAR.

By CHARLES LOWE.



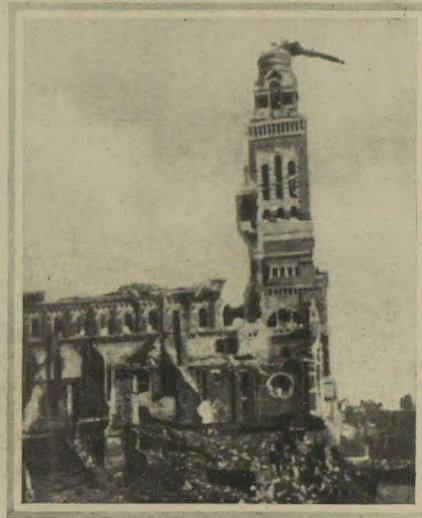
WHATEVER other distinction may be in store for our present Prince of Wales, it will doubtless always be one of his proudest recollections that he was selected by our Commander-in-Chief in Flanders to be the bearer to Lord Kitchener of a despatch detailing the biggest, bloodiest, and most glorious battle ever, so far, fought and won by British troops—that of Neuve Chapelle, on March 10, 1915. I know not whether the practice still continues, but in the old days, the Prince, as the herald of victory, on delivering his despatch, would have been presented with a thousand guineas. This handsome sum, for example, together with a jewel-hilted sword, was the gratuity given by George II. to Captain John Grant, of Dunlugas, in the shire of Banff, the favourite aide-de-camp and galloper of Frederick the Great, when he arrived in London with the news of the battle of Rossbach, where the French of Marshal Soubise had got such an awful doing at the hands of Seydlitz and his cavalry—which caused all England to burst out into bonfires, and joy-bells, and loud huzzahs for the King of Prussia—falsely called the "Protestant Hero"—whose portrait was straightway also transferred to the signboards of the countless country inns which then served as the "illustrated Press" of their time, and even now may be consulted as historical records like back numbers of *The Illustrated London News*.

Sir John French's despatch, as thus brought to London by our royal Mercury (in whom, also, according to his Chief, there is a considerable making of a zealous and gentle kind of Mars), though dealing with a battle more than a month old, formed very thrilling and instructive, not to say, eye-opening reading—being supplemented a few days later by a still more vivid and dramatic description from another if, perhaps, less official hand. Neuve Chapelle will always shine conspicuously among our "battle-honours," brighter even, perhaps, than Albuera and Badajoz, as evidence of the death-despising courage of our soldiers.

Our fighting forces are now organised into six Armies, each composed of three Army Corps, and of those half-dozen Armies, one—the Fourth—is commanded by General Sir Ian Hamilton, who was our chief representative in the Manchurian campaign, and wrote a two-volume account of his experiences under the title, "A Staff Officer's Scrap-Book during the Russo-Japanese War." It was, and is, the best work of the kind dealing with the war in the Far East—being so incisive and philosophical. The writer formed the very highest opinion of the fighting qualities of the Japanese, and more than once expressed, or implied, a doubt whether our own men could have equalled such feats of bravery. He was inclined to think that our British soldiers had reached their acme of merit in the Peninsula, and to doubt whether their present-day descendants and successors could go and do likewise. His doubts, however, must now have been all dispelled by the heroic deportment of our invincible soldiers at Neuve Chapelle, which was enough even to move the envy and the admiration of the besiegers and stormers of the real Port Arthur.

Yes; Neuve Chapelle has conclusively proved that our British soldiers are not a whit worse, but rather better, than they were at Badajoz and Albuera, Seringapatam, Sebastopol, and Delhi, though the proof cost us a casualty-list of some 13,000 officers and men, or considerably more than a half of Wellington's purely British force at Waterloo. "We now realise," wrote a *Times*

correspondent after a visit respectively to "Joseph Joffre and John French," "that at Waterloo we had only 24,000 British troops engaged, whereas Sir John has at the present moment—may I say it?—yes, certainly; why not?—more than twenty times that number at his disposal." So that our present force in Flanders must be about half-a-million



AFTER THE FIRST GERMAN BOMBARDMENT: THE STATUE OF NOTRE DAME DE BREBIÈRES LEANING OVER THE TOP OF THE CATHEDRAL OF ALBERT.

men, which contrasts encouragingly with the 60,000 to 70,000 with whom we first took the field, and so materially helped, even with that exiguous "little army," to stem the tide of the Teutonic invasion.

In his Neuve Chapelle despatch Sir John French, for example, refers to the activity of the 85th Brigade, which, if there is no interruption in the continuity of numbers at the front, would imply an infantry force

alone of some 340,000, not to speak of the corresponding complement of the other arms that go to the making up of a Division; and we have 108 Infantry Brigades altogether—apart, apparently, from our Colonial and Indian contingents. Then, again, Sir John speaks of a British Cavalry Corps consisting of three Divisions—or thirty-six regiments of horse—which would be a sight worth seeing if they could only find space to form line and charge down on the saluting-point, or, better still, on the headquarters of the Kaiser, and thus enfold him in their tender embrace. Independent Territorial Divisions, too, have been formed, which is a great compliment to our "Terriers" and a proof of the high esteem in which they are held by our Commander-in-Chief.

Thus, apart from what might be called the purely fighting interest of his Neuve Chapelle despatch, it furnishes to the careful and inquiring reader much material on which to exercise his logical faculty of ingenious inference and deduction in regard to the present strength and composition of our forces at the front, as to which we cannot, of course, expect to be treated to a regular "ordre de bataille," or tabulated statement of our military strength, since that is precisely what we do not want the enemy to know.

What we do know for certain, since it has been officially declared, is that our total casualty list (for the Army alone, apparently) up to April 11 had risen to the painful figure of about 140,000, or three and a half army corps; while, on the other hand, according to the latest Prussian return, the corresponding figure, to the credit of all the Allies, is 1,197,000, apart from those of the other German States, which would bring the total up to something like two and three-quarter millions—by far the most colossal casualty list in the history of the world's wars, and only for a period of eight months. It stands to reason that, with losses of this kind—which, relatively, are likely to increase rather than diminish with the growing intensity of the war—the Germans cannot go on for ever, though they have sworn to hold out until their last cat and dog.

Meanwhile, they have been trying their best to deprive us of this last defensive resource by dropping a considerable number of Zeppelin bombs in the Tyneside country and the coast of Suffolk, supplemented by aeroplane explosives of the same kind in certain parts of Kent, but without doing more damage than the destruction of a few outhouses and the killing of some horses and other domestic animals. At the same time, the moral to be drawn therefrom is that, if a Zeppelin can reach Lowestoft, it can also reach London, and that consequently we must be prepared to give a warm reception to these aerial visitants.

For the rest, the fortune of war has again, on the whole, been in our favour throughout our vast theatre of war, which is again as extensive as in the time of Chatham, when it extended from Calcutta to Quebec, via Minden in Germany. Germany's submarine "blockade" has been almost as fruitless as her air-raids; if one of our submarines came to grief in the Dardanelles, we disposed of a Turkish torpedo-boat, officered by Germans, which had the audacity to attack one of our troop-transports in the Aegean; while we also inflicted a severe defeat on the Turks at the top of the Persian Gulf, in Flanders we captured a hill from the Germans, while the Carpathian mountains are gradually falling to our Russian allies.

LONDON: APRIL 20, 1915.



NOW—AFTER ANOTHER BOMBARDMENT: THE SHATTERED FRAGMENTS OF THE STATUE OF THE MADONNA AND CHILD ON ALBERT CATHEDRAL AS IT LIES ON THE GROUND AT THE FOOT OF THE WRECKED BELL-TOWER.

We published in our issue of March 6 a photograph of the extraordinary position in which the Statue of Notre Dame de Brebières (representing the Madonna with the Holy Child in her arms) on the Bell-Tower of the Cathedral of Albert in Northern France, was left, inclined horizontally as though pleading for mercy, on top of the shell-wrecked tower after the first German bombardment of Albert. The statue fell on March 13 during another bombardment, and now lies in fragments on the ground, as the lower photograph here shows.



## FROM A SKETCH BY OUR ARTIST WITH THE BRITISH: THE SCENE OF THE GREAT NEUVE CHAPELLE FIGHT.

FROM A SKETCH BY FREDERIC VILLIERS.



## OUR ARTIST SURVEYING THE GROUND OVER WHICH THE BRITISH TROOPS CHARGED TO VICTORY: NEUVE CHAPELLE AND THE BOIS DE BIEZ AS SEEN FROM THE LA BASSÉE ROAD.

In a note to this drawing, Mr. Frederic Villiers writes: "My sketch is taken from the La Bassée road, where myself and two colleagues were conducted to visit the village of Neuve Chapelle. We were about to cross the bridge and enter the communication-trench just built by our troops to connect with the German trench captured during the famous fight, when shell-fire put a stop to our movements. Then we turned and tried to reach 'Post Arthur,' but shell-fire was hot and strong in that direction, so we sought cover behind the sand-bag barricade, on the La Bassée road, where I took a sketch of the ground over which our soldiers moved on the day of the victory." The foot-bridge seen in the illustration spanned a deep dyke running along the east side of the La Bassée road. From close to it the communication-trench in question may be seen winding to the captured German trenches

in the background. On the left in the background is the village of Neuve Chapelle, its northern end at the extreme left of the drawing. On the right is the Bois de Biez, along the edge of which the German lines ran and curved round the village between it and the row of willows on the left. At one point near the wood the British and German advance positions were only about fifty yards apart. Their respective positions might be obtained by taking a line vertically from the left shoulder of the figure on the extreme right (for the position of the British sentry) and another vertical line from the forehead of the sent figure (for that of the German). On another double-page in this Number we give a sketch by Mr. Villiers illustrating the charge of the South Lancashire over the ground here shown.—(Drawing copyrighted in the United States and Canada.)



# THE SUCCESS AT SHAIBA, NEAR BASRA: SCENES OF THE FIGHTING.

SKETCHES AND PHOTOGRAPHS BY BRITISH OFFICERS.



A FAMOUS PORT NEAR WHICH A TURKISH FORCE OF 23,000 WAS DEFEATED:  
BASRA FROM THE SHAT-EL-ARAB.



WITH WEAPONS PROTECTED BY SAND-BAGS AND IRON SLEEPERS:  
A RIVER-STEAMER ARMED WITH TWO FIELD-GUNS



WHERE THE ACTIONS ON THE 13TH AND 14TH OF APRIL "WERE CROWNED WITH  
COMPLETE SUCCESS": THE FORT AT SHAIBA.



A VERY FORT-LIKE MANSION: THE COUNTRY SEAT AT WHICH A BASRA  
MAGNATE RESIDES DURING THE FLOODS IN NORMAL TIMES.



THE BRITISH ELEMENT IN THE ANGLO-INDIAN FORCES FIGHTING IN MESO-  
POTAMIA: MEN OF THE WEST KENTS.



THE BRITISH ELEMENT IN THE ANGLO-INDIAN FORCES: OFFICERS AND MEN  
OF THE 2ND NORFOLK REGIMENT EMBARKING ON A RIVER-STEAMER.

The Secretary for India announced on the 15th that the Turks in Mesopotamia had attacked the British positions at Kurna, Ahwaz, and Shaiba, near Basra—the last-named being the most determined attack of the three. The official report stated that the Turkish forces comprised "about 10,000 regular infantry, 1000 regular cavalry, 28 guns, and some 12,000 Kurds and Arabs. . . . The country between Basra and Shaiba is mostly under water, and our communications are being harassed and molested by armed parties of the enemy in small boats." A later account issued from the India Office on the 17th said: "The actions in the vicinity of Shaiba on the 13th and 14th have been crowned with complete success. . . . In the action of the 14th we took over 200 prisoners and several machine-guns. In their hurried retreat the Turks abandoned large quantities of tents,

equipment, stores, and ammunition." With reference to the sketch (Illustration No. 3) of Shaiba Fort, taken on March 2, our correspondent, a British officer, writes: "This is our new place of abode, for a space at any rate, or rather a tamarisk wood close by, which you will see in the right-hand corner. It is infernally uncomfortable, as there seems to be an eternal wind blowing dust at you—into your mouth and ears and food." Of the other sketch (No. 4), he says: "The wood is flanked by a couple of Arab villas which are rather fine houses—the country seats of Basra magnates who occupy them during the floods in normal times. They are none the less built like a fort, with the doors solitary and strong and with inside stabling for several hundred horses or camels."—[Drawings Copyrighted in the United States and Canada.]



# AT THE POINT OF THE REMARKABLE GERMAN WEDGE: SAINT-MIHIEL.



THE GROUND PITTED WITH SHELL-CRATERS: THE FORT OF THE ROMAN CAMP BEFORE SAINT-MIHIEL, PHOTOGRAPHED FROM A MILITARY AEROPLANE IN FLIGHT.



PHOTOGRAPHED WHILE THE AIRMAN WAS UNDER SHRAPNEL-FIRE: SAINT-MIHIEL, AT THE POINT OF THE GERMAN WEDGE—SHOWING BURSTING SHRAPNEL.

St. Mihiel and the Fort of the Roman Camp (which is close by) are in the Woivre district, to the south-east of the great fortress of Verdun, at the point of the great wedge-shaped angle formation which the German front in that quarter of the general battle-line assumed after the retreat from the Marne. They were taken by the Germans in October, and since then fighting has been incessant in the region, the

French steadily gaining ground, pressing in on the side of the triangle, until the German army corps holding St. Mihiel and the neighbourhood are, at the moment of writing, in ever-increasing danger of having their line of communication cut, and being isolated from the supporting armies on the Metz side and to the north. In the first photograph the white marks on the ground are craters made by shells.



# HILL 60: FROM A SKETCH BY OUR ARTIST WITH THE BRITISH.

FROM A SKETCH BY FREDERIC VILLIERS.



SKETCHED JUST BEFORE ITS CAPTURE BY THE BRITISH ON APRIL 18: THE GERMAN POSITION AT HILL 60, NEAR YPRES.

Mr. Villiers' sketch, made only a day or so before the British victory at Hill 60, shows the actual scene of the fight. The nearer line of trenches and wire entanglements is that of our troops, while a little beyond is that of the enemy. Sir John French writes in his report of the 19th: "On the evening of the 17th we exploded a mine under Hill 60, on the Ypres-Comines railway, just west of Zwartelen. This was immediately followed by an attack, which gained possession of the whole of the enemy's trenches on the hill. . . . The enemy renewed the bombardment towards morning, and followed this at 6.30 a.m. with a determined counter-attack. Our infantry, fighting with great

gallantry and determination, and well supported by the artillery, drove off the enemy with complete success. Our losses were very heavy, but the Germans suffered still more severely, particularly from our machine-guns, which caught them in close order in the open. Throughout the 17th the enemy repeatedly renewed his attacks, making desperate efforts to regain the position, which is of great importance. . . . At nightfall the whole hill was in our hands, and the ground gained had been consolidated. . . . In the later fighting two more officers and thirty men were captured, making a total of four officers and forty-five men."—[Drawing Copyrighted in the United States and Canada.]



# THE AIR-RAIDING OVER THE NORTH-EAST AND EAST COASTS: DAMAGE

PHOTOGRAPHS BY 'RECORD PRESS,' L.N.A., TOPICAL, AND C.N.



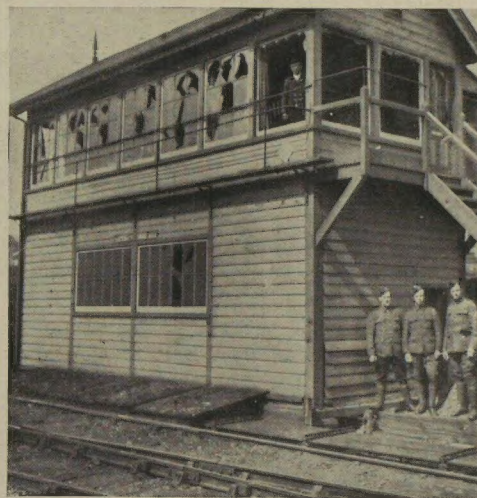
THE ATTEMPT ON THE BARRACKS AT MALDON, IN ESSEX: SOLDIERS STANDING IN AN ENORMOUS HOLE MADE BY ONE OF THE GERMAN BOMBS.



WHERE OTHER GERMAN BOMBS FELL AT MALDON: DAMAGED DWELLING-HOUSES (THE LAD IN THE FOREGROUND IS STANDING IN A SHELL-HOLE).



THE FIRST ZEPPELIN'S VISIT TO WALLSEND: AN ATTIC WHERE ONE BOMB DROPPED.



ON THE LINE AT LOWESTOFT: THE BROKEN WINDOWS OF THE G.E.R. SIGNAL-CABIN.



INSIDE A HOUSE IN STATION ROAD, WALLSEND: THE KITCHEN AFTER THE BOMB WENT THROUGH.



MEMENTOS OF THE ATTACK IN THE TYNESIDE DISTRICT: THE BURNED-OUT REMAINS OF THREE GERMAN INCENDIARY BOMBS.



NO. 238, SEATON ROAD, WALLSEND: A WRECKED BEDROOM WHERE A BOMB WENT THROUGH CEILING AND FLOOR.

The week ending April 17 witnessed two German air-ship visits to England. Nobody, fortunately, was killed, and comparatively small damage was done. The first "raid" took place on the evening of April 14, when an air-ship of Zeppelin type appeared over Blyth, in Northumberland, and dropped bombs harmlessly. At Wallsend three bombs were dropped, and a fourth on a cottage on the Morpeth Road. Some of the damage done is shown in our third, fifth, and seventh illustrations. One bomb crashed through the roof of a house; another fell on the North Eastern Railway line, just missing a passenger-train for Newcastle. The remains of three bombs, incendiary shells by their

appearance, are seen in our sixth illustration. Newcastle and the Elswick shipyard district escaped, probably owing to their being darkened by turning off the gas at the works and the electricity at the power station immediately on a warning from Blyth. The second air-incursion was on Friday, April 16, after midnight. An air-ship dropped bombs on parts of the Suffolk coast, smashing the windows in a signal-box (Illustration No. 4) at Lowestoft, setting a railway truck on fire, burning a stable and barn, and damaging a cottage; also in Essex, near the barracks at Maldon, where cottage property was damaged. Our first and second illustrations show what was effected at Maldon.



## FROM A SKETCH BY OUR ARTIST WITH THE BRITISH THE NEUVE CHAPELLE FIGHTING — NEAR LAVENTIE.

FROM A SKETCH BY FREDERIC VILLIERS.



GUIDED BY WHITE SIGNAL-BOARDS PEGGED TO THE GROUND: THE BRITISH ADVANCING FOR THE FINAL ASSAULT ON NEUVE CHAPELLE.

In his great despatch of the other day, Sir John French, writing of the operations of the Forces under his command since the date of his previous despatch, February 2 last, said: "The event of chief interest and importance which has taken place in the victory achieved over the enemy at the Battle of Neuve Chapelle, which was fought on the 18th, 19th, and 20th of March. . . . The success attained was due to the magnificent bearing and indomitable courage displayed by the troops of the 4th and 5th Infantry Corps. . . . The battle opened at 7:30 a.m. on March 18 by a powerful artillery bombardment of the enemy's position at Neuve Chapelle. . . . Throughout the period under review night enterprises by smaller or larger parties, which were led with consummate skill and daring, have been very active along the whole line. A moral superiority has thus been established, and valuable information has been

collected." Describing his drawing, Mr. Frederic Villiers writes: "Our men were collected for the final assault on Neuve Chapelle, the day before, in redoubts, or salients, behind the front line, carefully hidden from aerial reconnaissance. At night the final march commenced. Over sudden fields the troops were guided across the drier parts of the terrain to their respective rendezvous by white signal-boards pegged to the ground." It may be noted that this sketch is of special interest, in that it shows a part of the actual scene of the Neuve Chapelle fighting. Over this ground Mr. Frederic Villiers has just been; so that it may be taken that his details of locality are precise. The action itself is illustrated by him from material he obtained from officers who took part in the fighting. (Drawing Copyrighted in the United States and Canada.)



## MODERN NAVAL WARFARE: CONJOINT EXPEDITIONS.

LANDING IN FACE OF AN ENEMY BY A NAVAL EXPERT.

WHEN reviewing recently the problem of Forts versus Ships in relation to the operations at the Dardanelles, the view was expressed that the circumstances pointed to the conjoint use of the land and sea services. It is true that the increase in power, range, and accuracy of naval armaments has somewhat altered the conditions under which modern war-ships can now attack land fortifications, but in spite of these developments, such an operation as the forcing of the defences in the Narrows must certainly need the employment of land forces. It will be interesting, therefore, to consider the circumstances of what has been called amphibious warfare, and to see how far our history has lessons bearing upon this method of fighting. Combined operations have always been a feature of our naval history, and have been made necessary by our island position and the circumstances of our sea-girt Empire. Our land frontiers are so few that it has necessarily happened that in almost every instance where the nation has become involved in hostilities with a foreign Power the seaman has had to carry the soldier on his back. Nearly every part of the Empire has been won by the land and sea forces working in co-operation. In nearly every instance also, although there have been notorious exceptions to this rule, these combined operations have been successful owing to the harmonious working of the two services. It is not surprising, therefore, that a writer more than a century and a half ago expressed the opinion: "The Fleet and the Army, acting in concert, seem to be the natural Bulwark of these Kingdoms."

There are several ways in which the naval and military forces may co-operate. The business of passing the Expeditionary Force across the Channel in the early weeks of the war, and keeping it supplied with men and munitions ever since, is one. The work done by the bombarding squadron on the Belgian coast, in support of the left flank of the Allied Armies, is another, and most important, method. So, also, were all the expeditions for the capture of Germany's overseas possessions, in which the troops of the Dominion of New Zealand and the Australian Commonwealth played such a conspicuous part. In all these cases, the Fleet is found helping the Army to gain its object; but in a different category are the examples in which land forces are called in to help the Fleet in the accomplishment of its purpose. What is now happening at the Dardanelles illustrates this phase of amphibious war. It is not the first time by many that a fleet faced by forts has found itself

unable to bring matters to a crisis, and has had to fall back upon the Army for assistance in the achievement of its design. Generally on these occasions the position is brought about by the presence in a fortified harbour of a hostile fleet, a fleet which will not put to sea, but which, by its continued presence, locks up and contains a much larger naval force outside the harbour, which, were the former to be destroyed or captured, would be set free for other work. Examples in quite recent times of such situations are to be found in the presence of the Spanish Fleet at Santiago in 1898, and the Russian Fleet in Port Arthur in 1904. In these cases, the destruction of the Fleet was the primary object of the land operations, to the success of which was due the capture or destruction of the ships. At the Dardanelles the problem is simplified because there is no hostile fleet of any account to be dealt with. But the operation is rendered so difficult

aimed at, then the operation can only be carried out under the conditions first mentioned, unless at great risk. History shows that it has not always been realised by the military commanders of conjoint expeditions that the naval forces, while the command of the sea is still in dispute, must always be ready, and in an effective condition, to meet the assault of a hostile fleet. Demands have sometimes been made upon the naval commander for assistance which he found himself unable to afford owing to this cause. On the other hand, there have been cases where the naval commander, failing to appreciate the conditions of the sea affair and the circumstances of the moment, has permitted himself to expend his ammunition on bombardment and the like, only to find himself confronted by the enemy's fleet at a moment when he was in anything but a position to meet it effectively. In the case under consideration, these circumstances are not likely to arise. The Grand Fleet in the North Sea, and the French Fleet in the Adriatic, hold in check the only naval forces with which the enemy could hope to interrupt the undertaking. It is, therefore, possible to employ other ships of the Allies, in combination with military forces, outside the main theatres of the war. Provided that in so doing there is no diversion of effort from the necessities in those theatres, an enterprise such as is being carried out at the Dardanelles is not only sound strategy, but is utilising to the fullest extent the great advantages which are possessed by the Power which has command of the sea. Perhaps the most brilliant example of a successful expedition in somewhat similar circumstances was that which resulted in the capture of Quebec, the success of which was due to the singularly cordial and zealous co-operation of the naval and military commanders, Saunders and Wolfe.

It is manifest that the Power which has the command of the sea and a sufficiency of force, both naval and military, can utilise these advantages for operations designed to embarrass the enemy or to attain some large strategical purpose. In the ships, the land forces may be transported much faster than they could be moved on shore, and the place of landing can be kept secret until the moment for disembarkation. Thus a surprise may be obtained, and no time afforded to the enemy to concentrate a force to meet the attack. The mobility of the ships, indeed, is the factor of importance in such a movement, which can be undertaken, moreover, at a considerable distance from the main theatres of the war with, great strategic advantage.



A BRITISH LANDING-PARTY IN THE DARDANELLES: BOATS FROM THE WAR-SHIPS ON THEIR WAY TO KUM KALE.

The Admiralty reported on March 8: "Demolition parties, covered by detachments of the Marine Brigade of the Royal Naval Division, were landed at Kum Kale and Sedd-el Bahr to continue the clearance of the ground at the entrance to the Straits. Some skirmishing ensued on both banks, and the enemy were found to be holding the villages in force."

by the long and tortuous channel through which the ships must pass, and its defences, not only by guns, but by floating obstructions, are so formidable, that the co-operation of land forces is just as necessary as it was on the occasions above referred to.

The advantages which are given to a Power capable of waging amphibious warfare are many, but there are certain elements essential to its success. The Power conducting such operations must have absolute or virtual control of the sea communications—in other words, command of the sea. It may be, indeed, that local superiority of naval strength is sufficient, particularly if the expedition should be in the nature of a raid; but if it is intended to occupy permanently or for any length of time the position



HOW THE FRENCH LAND MEN FROM THEIR WAR-SHIPS: FRENCH SAILORS COMING ASHORE IN THEIR BOATS.

Photograph by Dar.



## After a Hundred and Fourteen Years: The French in Egypt Again.



FOR THE FIRST TIME SINCE NAPOLEON'S DAY: FRENCH SOLDIERS UNDER ARMS—AND NOW AS OUR ALLIES—NEAR ALEXANDRIA.

After a hundred and fourteen years, French soldiers under arms have once more been landed on the soil of Egypt. On the last occasion Napoleon was at their head. Several of the regiments—how many or what proportion of the entire force on shipboard off the coast is not stated—were set ashore recently at Alexandria from General d'Amade's

Expeditionary Army, to stretch their legs on land after the confinement of their passage in the transports, and to await orders as to their ultimate place of disembarkation. Our illustration shows one of the regiments fallen in for an inspection on the sand-dune near Alexandria.—[Photograph by L.N.A.]

## The British Commander-in-Chief at the Front: War on a Peaceful Road.



WATCHING THE MARCH TO THE TRENCHES: SIR JOHN FRENCH AND SOME OF THE MEN TO WHOM HE HAS GIVEN SUCH WELL-DESERVED PRAISE.

Sir John French, one of whose characteristics, it has been related in many letters from the front, is the keen personal interest he displays on all occasions in his men, is seen in the photograph holding an informal inspection of a party of troops going off for duty in trenches. All the world knows how highly the Commander-in-Chief thinks of his men. What we see is one of those small touches in the way of attentions which

men in the ranks particularly appreciate on the part of their leaders, and it helps one to realise something of the Field-Marshal's strong personal hold on the loyalty and affection of all the thousands of men who are serving under him. Sir John French is the single figure in the centre which the rear rank of the marching detachment is passing.—[Photograph by Illus. Bureau.]



## FROM A SKETCH BY OUR ARTIST WITH THE BRITISH: THE NEUVE CHAPELLE FIGHTING—ON THE LA BASSÉE ROAD.

FROM A SKETCH BY FREDERIC VILLIERS.



PREPARING FOR THE FRONTAL ATTACK ON NEUVE CHAPELLE AND THE BOIS DE BIEZ: THE GARHWALIS MASSING IN THE TRENCHES ALONG THE LA BASSÉE ROAD EARLY ON MARCH 10.

Mr. Frederic Villiers writes with reference to his sketch here reproduced: "The frontal attack on Neuve Chapelle was delivered from the La Bassée Road, which runs almost parallel to the German line of entrenchments that lay in front of the village. The 39th Garhwali Rifles, the Seaforths, and the Leicesters were concentrated on the low ground west of the road behind strong trenches and salients formed of sand-bags, till low whistles signalled the advance. Scaling ladders were used to negotiate the deep walls of the trenches, and the troops dashed across the road to the ditch on the east side, and swept over the wooden gangways already laid down by advance parties, who were protected in their dangerous mission by the terrific shell-fire of our guns. The tree in the immediate foreground of my picture, which has the appearance of a palm tree, was ripped into that quaint shape by a shell from the enemy." The Bois de Biez, which lies roughly south-east of Neuve Chapelle, is seen in the left background, the direction of the village itself being further to the left still. The German trenches

lay along the fringe of the wood. The La Bassée road, as seen in the sketch, runs towards the German fortified post nicknamed "Fort Arthur." In his despatch on the battle, Sir John French wrote: "At the same hour (8.5 a.m.) the Garhwal Brigade of the Meerut Division, which occupied the position to the south of Neuve Chapelle, assaulted the German trenches in its front. The Garhwal Brigade and the 25th Brigade carried the enemy's lines of entrenchments where the wire entanglements had been almost entirely swept away by our shrapnel-fire. . . . The 25th and Garhwal Brigades pushed on eastward and north-eastward respectively, and succeeded in getting a footing in the village." The above sketch is of especial interest, as it shows part of the actual scene of fighting. Mr. Frederic Villiers has just been over this ground; so that it may be taken that his details of locality are precise. The action itself was illustrated by him from material he obtained from officers who took part in the fighting.—[Drawing Copyrighted in the United States and Canada.]



## EXCLUSIVE TO "THE ILLUSTRATED LONDON NEWS": A REMARKABLE PHOTOGRAPH OF THE "IRRESISTIBLE" SINKING.



"AT 5.50 SHE SANK, HAVING PROBABLY STRUCK A DRIFTING MINE": THE LOSS OF H.M.S. "IRRESISTIBLE" DURING AN ATTACK UPON THE FORTS AT THE NARROWS OF THE DARDANELLES.

In the Admiralty report giving an account of the operations at the Dardanelles on March 18, it was written: "Mine-sweeping having been in progress during the last ten days inside the Straits, a general attack was delivered by the British and French fleets yesterday morning (that is, Thursday, March 18) upon the fortresses at the Narrows of the Dardanelles. . . . By 1.15 p.m. all forts had ceased firing. 'Vengeance,' 'Irresistible,' 'Albatross,' 'Ocean,' 'Sedgwick,' and 'Majestic' then advanced to relieve the six old battle-ships inside the Straits. . . . At 2.55 p.m. the relief battle-ships renewed the attack on the forts, who again opened fire. . . . At 4.5 'Irresistible' quitted the line listing heavily; and at 5.50 she sank, having probably struck a drifting mine. At 6.5 'Ocean' also having struck a mine, both vessels sank in deep water, practically the

whole of the crew having been removed safely under a hot fire." An officer of the ship has said that when the explosion occurred everyone seemed to realize that it was a knock-out blow, the whole ship being lifted up. The men mustered on the quarter-deck; and the ship drifted towards the beach. Then it was the Turks began to shell the ship with 6-inch howitzers and other big guns, their shells exploding all round. The ship had 15 wounded and 13 killed. The Captain, Commander, and several Lieutenants, he notes further, remained on board, thinking the "Irresistible" might be taken in tow. Later they transferred to the "Ocean," which, in its turn, was mined. The "Irresistible" was an 18-knot battle-ship completed in 1902. She displaced 15,000 tons. Her normal complement was 780.



## FROM A SKETCH BY OUR ARTIST WITH THE BRITISH: THE

FROM A SKETCH BY



## THE HIGHLAND KILT AT NEUVE CHAPPEL: THE SEAFORTH'S MAKING A SPLENDID CHARGE

During the Battle of Neuve Chapelle the Seaforths charged from the La Bassée road towards the German lines, which ran curving round the village, between it and the line of willow trees shown in the middle distance of the drawing. From the British artillery are seen bursting over the German trenches and the village of Neuve Chapelle beyond. It was in the march of the village, on the extreme left in the drawing, that some of the British tanks were checked by wire entanglements, and suffered heavily. So long was the advance of the Seaforths that some of the men were nearing the enemy's lines before the British bombardment had ceased, and were hit by splinters from British shells. In the foreground men are

## NEUVE CHAPPEL FIGHTING—THE ATTACK ON THE VILLAGE.

FREDERIC VILLERS.



## FROM THE LA BASSEE ROAD TOWARDS THE GERMAN LINES IN FRONT OF THE VILLAGE.

seen crossing gangways which had been placed by advance parties across a dyke running along the east side of the La Bassée road. Another double-page sketch by Mr. Villers in this issue shows a gun on the same road, further towards the Bois de Ber, from which the 12th Cavalry advanced. As mentioned above, Mr. Villers has recently been one of the pioneers that he is able to give exact details of locality. The sketches for this drawing he made under cover of the smothering barrage across the La Bassée road here seen in the right foreground, where he was protected from German snipers. The action itself he illustrated from material obtained from officers who took part in the fighting.—(Drawing Copyrighted in the United States and Canada.)



## Exclusive to "The Illustrated London News": The Sinking of the "Ocean."



AFTER THE "OCEAN" HAD STRUCK A MINE IN THE DARDANELLES: THE CREW ABANDONING SHIP UNDER A HOT FIRE—  
THE "IRRESISTIBLE" ABANDONED.

The Admiralty reported on March 19, concerning the operations at the Dardanelles on the previous day: "'Vengeance,' 'Irresistible,' 'Albion,' 'Ocean,' 'Swiftsure,' and 'Majestic' . . . advanced to relieve the six old battle-ships inside the Straits . . . At 4.9 'Irresistible' quitted the line listing heavily; and at 5.50 she sank, having prob-

ably struck a drifting mine. At 6.5 'Ocean' also having struck a mine, both vessels sank . . . practically the whole of the crews having been removed safely under a hot fire." H.M.S. "Ocean" was completed in 1900. [Facsimile Sketch by an Officer Present at the Action. Copyrighted in the United States and Canada.]

## Ranked with Twelve Generals: The Honouring of a Simple "Poilu."



ABOUT TO RECEIVE THE MILITARY MEDAL AND THE ACCOLADE FROM GENERAL JOFFRE: A FRENCH PRIVATE;  
WITH TWELVE GENERALS WHO RECEIVED PROMOTION IN THE LEGION OF HONOUR.

The French private seen at the end of the line of Generals rescued a wounded sergeant and brought him into the French lines, an action which he described as "quite natural," a matter of course. For this deed, however, he was awarded that most coveted distinction, the Military Medal; and he received it, with the accolade, from General

Joffre, the Commander-in-Chief. He was lined up with twelve Generals promoted in the Legion of Honour. With General Joffre is General Foch. The names of the Generals in line are: (1) Balfourier; (2) Curé; (3) de Trentignan; (4) . . . ; (5) Lefèvre; (6) . . . ; (7) Ferry; (8) Roy; (9) Pallain; (10) Moussy; (11) Aymé; and (12) Nourrisson.—[Photograph by S. & A.]



# DEAD ON THE FIELD OF HONOUR: OFFICERS KILLED IN ACTION.

PHOTOGRAPHS BY DOVER STREET STUDIOS, F. ROBINSON, BERRSFORD, WESTON, CORBETT, VANDYK, CHIDLEY, DEBENHAM, STUART, BASSANO, AND PROTOPRES.



2ND LT. R. P. HARKER,  
N. STAFFORDSH. REGT.



CAPT. R. G. G. CUMINE-ROBSON,  
R. ENGINEERS.



LIEUT. G. F. ELLIS,  
ROYAL ENGINEERS.



CAPT. AND ADJ. F. O. MAC-  
KENZIE, 7TH RAJPUTS.



2ND LT. M. W. SETON  
BROWNE, LEICESTER R.



MAJ. E. C. FORBES WODE-  
HOUSE, D.S.O., WOR. RGT.



LT. LESLIE FARQUHAR YEO,  
S. STAFFORDSHIRE REGT.



LIEUT. R. V. DE B. GRIFFITH,  
ROYAL FUSILIERS.



CAPTAIN C. HAROLD BASS,  
LANCASHIRE FUSILIERS.



LIEUT. W. G. RAWLINSON,  
DUKE OF CORNWALL'S L.I.



LIEUT. J. O. C. DENNIS,  
ROYAL FIELD ARTILLERY.



CAPT. BEAUCHAMP CLERK,  
82ND PUNJABIS.



MAJOR C. J. RICH,  
R.F.A. AND R. FLYING CORPS.



LIEUT. W. G. C. GLADSTONE,  
ROYAL WELSH FUSILIERS.



LT. GEORGE DUFF GORDON,  
NORTHAMPTONSHIRE REGT.



CAPT. HUGH B. M. PRYCE,  
RIFLE BRIGADE.



LIEUT. ERIC R. M. ODLING,  
ROYAL ENGINEERS.



CAPT. AND ADJ. T. L. FROST,  
CHESHIRE REGIMENT.



LIEUT. CYRIL M. POPE,  
WORCESTERSHIRE REGIMENT.



LT. AUGUSTINE ROEBISON,  
S. STAFFORDSHIRE REGIMENT.



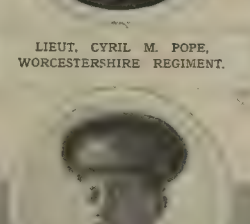
2ND LIEUT. C. E. BEAUSIRE,  
LONDON REGIMENT.



CAPT. GERARD H. MORRISON,  
LONDON RIFLE BRIGADE.



LIEUT. F. S. STAVELEY,  
E. YORKSHIRE REGIMENT.



LIEUT. A. C. E. ALEXANDER,  
ROYAL SCOTS FUSILIERS.



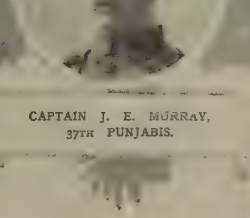
CAPT. H. D. SAWARD,  
ROYAL SCOTS.



LIEUT. RICHARD J. FRANCIS,  
YORK AND LANCASTER REGT.



2ND LIEUT. C. N. ANDREWS,  
LOY. N. LANCASHIRE REGT.



CAPTAIN J. E. MURRAY,  
37TH PUNJABIS.



LT. JOHN MAURICE STEWART,  
IRISH GUARDS.



LIEUT. C. W. WILSON,  
BORDER REGIMENT.

Our portraits this week of officers dead on the Field of Honour include that of Capt. R. G. G. Cumine-Robson, R.E., killed at Festubert after distinguishing himself in the desperate fight to recover lost trenches, on November 23, 1914. Lieut. G. F. Ellis was the well-known mining engineer. He was given a commission in the Royal Engineers for marked proficiency in handling mechanical transport. 2nd Lieut. M. W. Seton Browne, killed in action at Richebourg-l'Avoué, was mentioned in despatches. Major E. C. F. Wodehouse served in South Africa with distinction (despatches, Queen's and King's medals, five clasps, D.S.O.). Lieut. Leslie Farquhar Yeo was the son of Thomas Webber Yeo; his mother was a Farquhar and is now Mrs. George Pearson, of Hove.

Lieut. William Glynn Charles Gladstone, M.P., was a grandson of Mr. W. E. Gladstone, and the eldest son of the late Mr. W. H. Gladstone. Lieut. Gladstone was Member for the Kilmarnock Burghs and Lord-Lieutenant of Flintshire. He was for some time Hon. Attaché at the British Embassy, Washington, and was only twenty-nine. Lieut. F. S. Staveley was the son of Mr. H. H. Staveley, of Tibthorpe, near Driffield, and, prior to going to the front, he commanded a company under Sir Mark Sykes. Lieut. A. C. E. Alexander was wounded at Ypres in the repulse of the Prussian Guard, and was killed in action at the battle of Neuve Chapelle. Lieut. John Maurice Stewart was the son of the Public Trustee and Lady Mary Catherine Stewart, sister of the fourth Earl of Norbury.



# THE GARROS TOUCH IN AERIAL WARFARE: PHASES OF A MID-AIR DUEL.

DRAWN BY JOHN DE G. BRYAN FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



1. THE BEGINNING OF THE ENCOUNTER: GARROS (ON THE LEFT) OVERTAKES AN AVIATIK BIPLANE AND A TAUBE (WHICH FLED) NEAR NIEUPORT.

3. LIKE A HAWK SWOOPING ON ITS PREY: GARROS POURS MACHINE-GUN FIRE INTO HIS OPPONENT, FORCING HIM DOWNWARD.

5. THE VICTOR IN THE DUEL; AND NOW (ACCORDING TO GERMANY) CAPTURED: LIEUT. ROLAND GARROS, IN HIS FLYING KIT.

2. HARD AT IT: GARROS (ABOVE), TURNING SHARPLY TO THE LEFT RAKES THE GERMAN FROM BEHIND.

4. AFTER THE GERMAN OBSERVER HAD BEEN SHOT DEAD AND HIS MACHINE-GUN SILENCED: THE GERMAN PILOT TURNS THE NOSE OF HIS BIPLANE EARTHWARD.

Roland Garros, the famous French airman, has performed many daring exploits in the war. On April 16, for instance, he brought down an Aviatik near Dunkirk, shooting both pilot and observer in mid-air. The above sketches illustrate his method of fighting an air-duel, as seen by an eye-witness on April 1. (It should be mentioned that the French machines have a circle painted on the under side of the planes; and the German a cross.) Two Germans came coolly flying over the Allied lines near Nieuport, trying

to locate artillery. A Taube first, and then an Aviatik—puffs of white smoke from shrapnel bursting in their wake. Suddenly they turned up into the wind and swung round for home. A French machine was streaking up to meet them, and this—not the shrapnel—accounted for their change of direction. It was Garros—single-handed—piloting his new fighting-type Morane-Saulnier monoplane. He curved round and ranged up level with the Aviatik biplane, the Taube hurriedly sheering off; and the rattle of their machine-

*(Continued opposite.)*



## THE END OF A GARROS MID-AIR DUEL: THE ENEMY'S FALL.

DRAWN BY A. MATIGNON FROM A SKETCH BY AN EYE-WITNESS.



AFTER THE GERMAN'S PETROL-TANK HAD BEEN RIDDLED AND THE ESCAPING OIL BECAME IGNITED: THE AVIATIK DEFEATED BY GARROS PLUNGING EARTHWARD IN A SHEET OF FLAME.

*Continued.*

guns could be distinctly heard by the interested onlookers. For a while the contestants flew side by side, both guns hard at it. Then Garros swooped above his opponent, and, turning sharply to the left, dived over the back of the German, raking it with bullets; he then swung round again and ranged up on the left. This manoeuvre had given Garros the weather-gauge, and enabled him to swoop above his less agile adversary like a hawk about to tackle its prey. The German tried every trick of aviation that he was capable of, but was quite unable to shake off his ruthless pursuer, Garros out-flying him every time, and pouring a stream of fire on to the Aviatik from his machine-gun, and

forcing it down towards the earth. Lower and lower sank the German; the observer was shot dead, and the machine-gun was silenced. Garros pressed him down ever nearer and nearer to earth. But the German never reached terra-firma alive: his petrol-tank had been riddled, and the escaping oil became ignited by the back-fire of the engine. A flash of flame, and then a streak of blazing wreckage plunged down to earth, leaving the French war-plane victorious and alone. It was reported on the 19th in the German wireless news that Garros had been forced to land near Roulers and taken prisoner.—[Drawings Copyrighted in the United States and Canada.]



## SCIENCE &amp; NATURAL HISTORY



IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING THE SIGNS OF HIS DEGREE.



## SCIENCE JOTTINGS.

THE GERMAN MIND.

FEW people, one fancies, would deny that the nations of Europe differ from each other in their mental as in their physical characteristics; but is the mental equipment of the average German materially different from our own? As has before been said in this column, the "thoroughness" with which the German man of science has been credited by his thick-and-thin admirers is largely a myth, as is shown by the fact that, in spite of their philological proclivities, few German professors can write a letter in English or French without a solecism. But the German, whether man of science or not, seems naturally endowed with the capacity for taking pains which is by many people mistaken for genius, and certainly goes a long way towards replacing it. If one opens a German book on any branch of learning or industry, one generally finds that the author, before beginning to write it, has collected practically all the facts relating to the study in question, and that the bibliography leaves little to be desired. So we see that in everything concerning war no pains have been spared to make the equipment of the German forces the best possible. Strategic railways, a powerful fleet, huge airships, immense stores of provisions and ammunition, and every scientific appliance possible were all ready on the German side at the outbreak of war. Add to this the careful, if unscrupulous, diplomatic preparation for the conflict, and it would seem that victory had been organised so well and skilfully that only a miracle could avert it.

In spite of this, Germany has hitherto failed to achieve her purpose. The fortune of war is proverbially uncertain, and none can possibly know what Fate may yet have in store for ourselves and our Allies; but, up to the present, Germany has not accomplished the design with which she set out last July. Although Belgium has been crushed and ruined, neither Paris nor Calais has yet been captured, Warsaw has been assaulted in vain, the Russian invasion of Germany has not been rolled back, and neither has England's commerce been destroyed nor her coasts seriously threatened. At first sight, one wonders what defect the German

diplomacy, and its base servant the spy system, not all the Kaiser's unhindered efforts to learn the truth could reveal to him the salient fact that the English people would never allow the French nation to be again crushed while they could lift a finger in its aid. In all Germany's public actions we see the fatal inability to weigh facts which is the dominant attribute of the German mind.

This is a very important consideration for ourselves in regard to what is going to happen after the war. In almost every branch of science or learning our instructors in schools and Universities have dinned into our ears the superiority of German "thoroughness" to our own more haphazard methods, and the necessity of going to German sources for information. This is not to be wondered at, because the German habit of heaping together facts in advance is extremely convenient for those who come after them, and who thus find a considerable quantity of spade-work done to their hand. But when we look further into things, we see that most German writers are incapable—probably constitutionally incapable—of estimating the relative value of the facts they collect, and that their judgment concerning them is more often wrong than right. Hence their researches are of far less use to scholars than to schoolmasters, and most German work requires to be sifted by the discerning mind before it can be profitably used for purposes of instruction. It would seem, then, that M. Maquenne is abundantly justified when he warns his hearers that all German works on science must be used with caution. F. L.

AN ELECTRO-MAGNET EXTRACTING A SHELL-SPLINTER FROM A WOUNDED SOLDIER  
AN OPERATION IN A FRENCH HOSPITAL AT BORDEAUX.

In our issue of April 10 we illustrated an American type of electro-magnet at the Westinghouse works at Pittsburgh, mentioning that many such magnets had been sent thence to military hospitals in Europe. These photographs show a similar apparatus devised by a well-known French surgeon, Professor Bergonié, here seen applying it to a wounded soldier in the Grand-Lebrun Hospital at Bordeaux. A radiographic apparatus traces the movement of the splinter through the flesh. In the lower left-hand photograph the dark portion of the splinter is due to part of it overlapping in two exposures, one made before the magnet was applied, and one after, showing the splinter slightly higher.

mind can possess which has thus brought to nought the promise of its most useful qualities.

The answer seems to be that the German failure to adapt means to end is due to what the Greeks called *hybris*, and the late Dr. Emil Reich, less elegantly, "swelled head." The learned Academician, Louis Maquenne, in the inaugural address lately delivered by him at the Paris Museum of Natural History, has shown with great lucidity that the success of Prussia in the wars of last century, followed by the swift and easy triumphs of German commerce and industry in this, have deluded the whole nation into mistaking brute force for intellectual supremacy. But this is nothing but the want of judgment which is the one fatal characteristic of the German mind, and which, like a malign fairy's gift, has nullified and brought to ruin all its advantages. Indefatigable collectors of facts, the Germans have seldom been able to guess correctly at the laws underlying them, and hence they have shone forth less in scientific inventions of their own than in the exploitation of those made by others. But this adaptability and imitativeness fails to achieve any serious purpose without the supreme faculty of judgment which enables its possessor to choose the good and reject the bad. In commerce, German productions, though often cheap, have seldom proved excellent; and even in the present war it has been France and not Germany which has been found to be equipped with the best artillery and the most efficient aircraft. As for German



THE UPWARD MOVEMENT OF A SHELL-SPLINTER IN A WOUNDED SOLDIER UNDER ELECTRO-MAGNETIC FORCE SHOWN BY RADIOGRAPHY: THE RESULT OF TWO EXPOSURES, ONE BEFORE AND ONE AFTER AN APPLICATION OF THE INSTRUMENT



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## NEW NOVELS.

**"The Chronicles of the Imp."** An appreciation by Mr. Clement Shorter of the work of Mr. Jeffery Farnol precedes "The Chronicles of the Imp" (Sampson Low). The chronicles are amiable, very light, very unlike the chronicles of any British boy whom it has been our fortune to know. They are over-weighted by the solemnity of a full-dress "appreciation." The perverse may find themselves stimulated to wonder if Mr. Shorter really approves the style that speaks of "these veracious narratives," and that revels in sugar-plums; and such reflections are unlikely to enhance the subsequent enjoyment of Mr. Farnol's confectionery. The author of "The Broad Highway" is hugely popular with a public that can always be found faithful to the novelist of its choice, and any advertisement of his merits might well begin and end with that. "The Chronicles of the Imp" are the artless annals of a world remote from large issues. They are an excursion, conducted in the spirit of golden youth, to the land of things as they might be, but commonly are not. They will serve their purpose by removing the good people who can be so happily beguiled far from "this painful kingdom of time and chance" to the regions of blameless and sugar-coated sentiment.

The cleverness of "Just Because," of "Just Because," cause" (Melrose) lies in its success in luring the reader through twenty-six chapters to a conclusion that is obvious from the beginning. Nobody can doubt for a moment that Lois, who marries a man and flies from him when she discovers that marriage is something more than friendship at arm's length, will duly fall in love with her husband, and that the last page will

record their complete and perfect union. The premises of Miss Margaret Peterson's book are so false, so absurdly blind to the fact that the average young woman is equally, though diversely, a creature of sex with the average young man, that the compulsion which propels us through to the end—and we confess we were so compelled—stands to prove that her literary ability is considerably in advance of her understanding of humanity. That the withdrawals and recessions of feminine courtship simulate aversion without meaning anything of the

for all this dexterous lady's manipulations, we find it impossible to accept.

**"The Good Soldier."** We doubt if anyone since Mr. Henry James's Maisie has sat on the outside looking as tragically at the inside of things as the man-mouthpiece of Mr. Ford Madox Hueffer's new novel, "The Good Soldier" (The Bodley Head). This, of course, is exactly how such things do happen to the puppet of other people's destinies, and exactly how they appear to him when, in the abomination of the after-desolation, he remains gazing, brooding upon a world shattered at his feet. There is the incredible contrast between the outward composure of men and women of breeding and the inner upheaval, the shock of the impossibly obscene made manifest. While it was going on under his eyes he never knew. . . . Afterwards, it appears, he is never to know anything else. His best friend, the fine fellow, the Good Soldier, must be a libertine scattering havoc in the lives of decent women; his wife, whom his American respect of the sex guards like a queen in her sick-room—his wife is vile, has always been vile, smirches even the stained 'scutcheon of the unstable Soldier. And they are both such "nice" people! And the Good Soldier is simply a splendid person, who dies of his last and greatest love-affair, dies of its unfulfilment; while the girl who loved him goes mad, and the wife who loved him too, with the fierce, jealous love of her magnificent womanhood, strikes at them both, and, less happy than they, goes on living. The psychological interest of the book is intense. We read it once, and then went back to the beginning to read it again. That is the way it took us. It is a fine piece of work. "The Good Soldier."



THE BRITISH TROOP-SHIP ATTACKED IN THE AEGEAN SEA BY A TURKISH TORPEDO-BOAT: THE "MANITOU."

On the morning of April 17 the transport "Manitou," carrying British troops, was attacked in the Aegean by a Turkish torpedo-boat, which fired three torpedoes at her, but missed with all. The torpedo-boat made off, chased by the British cruiser "Minerva" and destroyers, and was finally run ashore and destroyed on the coast of Chios, in Kalamuti Bay. The crew were made prisoners. It was at first reported that a hundred of those aboard the "Manitou" had lost their lives; but subsequently it was reported that 24 men were drowned and 27 missing. The loss of life occurred through one boat capsizing in the water and another while being lowered, owing to the breaking of a davit. The transport was undamaged.

Photograph by Courtesy of the Atlantic Transport Company, Ltd.

kind is, we should have thought, established; and yet it is apparently these wives, old as creation itself, that have deceived Miss Peterson into the manufacture of her highly artificial plot. Lois is intended to be, we are convinced, the average, normal, nice girl. And that,

both, and, less happy than they, goes on living. The psychological interest of the book is intense. We read it once, and then went back to the beginning to read it again. That is the way it took us. It is a fine piece of work. "The Good Soldier."



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## CHESS.

To CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Miford Lane, Strand, W.C.

CAMILLE GENOUD (Weston-super-Mare).—If you apply to the Chess Amateur, Stroud, you can be supplied with whatever you want in the direction named.

C. W. B. STEWART (Venice, California, U.S.A.).—Give us time. We will publish them off one by one, like the rest of their fleet.

F. WESTON RANSBY (Kew Gardens).—Your problem shall have attention. It would be desirable, however, to submit diagrams in future.

N. SANKARA AIGRA, M.A. (M.A.).—Your problem to hand, with thanks.

H. B. MORRIS. (M.A.).—At the moment we cannot tell you.

E. G. B. BARLOW (Bournemouth).—Under consideration.

## CHESS IN LONDON.

Game played in the Championship Tournament of the City Chess Club, between Dr. LEITCHWORTH and Mr. H. JACOB.

(Centre-Counter Gambit.)

WHITE (Dr. L.) BLACK (Mr. J.)  
1. P to K 4th P to Q 4th  
2. P takes P Kt to K B 3rd  
3. B to Kt 5th (ch) Kt to Q 2nd  
4. P to Q B 4th

The defence is rather a favourite one with Black and needs to be met with some regard to his knowledge of its intricacies. It is generally considered that it is wiser not to attempt to maintain the Gambit Pawn by the text move.

1. P to K 4th P to K 3rd  
2. P takes P Kt to K 2nd  
3. B to K B 3rd Castles  
4. Castles Kt takes B  
5. Q to Kt 3rd Kt to Kt 3rd

The natural consequence of 4. P to Q B 4th was that the attack passed over to Black, the result being as follows.

This being so, P to Q Kt 3rd seems the more defensive reply, especially as there is no future for the Queen on Knight's file.

9. P to K 3rd P takes P  
10. P takes P B takes P  
11. P to Q 5th B to Kt 5th  
12. B to Kt 5th P to K B 3rd  
13. B to B 4th B takes Kt  
14. P takes B K to R sq  
15. Kt to Q 2nd P to K B 4th  
16. Q R to K sq Q R to B sq  
17. K R to R sq Kt to Q 2nd  
18. K R to Kt sq Q to B 3rd  
19. Q takes Kt P

Merely putting his Queen into a hornet's nest, 19. Q to Q B 2nd was good enough, for if Q takes P, 20. Q

The Knight proves too strong for White's Pawns, especially as their

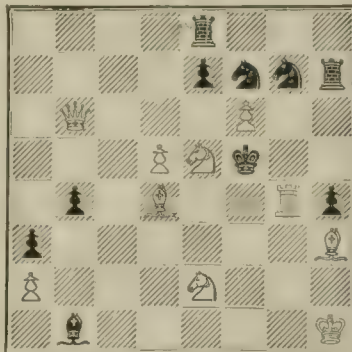
Black wins. An interesting game, with some critical situations, well played on both sides.

CORRECT SOLUTIONS OF PROBLEM No. 3669 received from C. A. M. (Punang), and N. Sankara Aigra, M.A.; of No. 3671 from N. Sankara Aigra, M.A.; of No. 3672 from J. H. Vockers (Outlook, Sask.); of No. 3693 from F. Barley (Braintree, Mass., U.S.A.); of No. 3694 from W. Lillie; of No. 3695 from W. Lillie, J. B. Camara (Madeira), J. Murray (Quebec), and T. E. D. Georg (Blandford); of No. 3696 from E. W. Ravenscroft, G. A. Hake (Leith), H. P. Cole (Tunbridge Wells), W. Dittlof Tjessens (Apeleboon), and G. Casares (Tribia, Spain); of No. 3697 from A. L. Payne (Lazonby), Captain Challice (Great Yarmouth), Henry B. Morris (Leicester), A. W. Hamilton Gell (Exeter), Rev. J. Christie (Redditch), H. Grasset Baldwin (Guildford), H. P. Cole, Camille Genoud (Weston-super-Mare), and E. G. B. Barlow (Bournemouth).

CORRECT SOLUTIONS OF PROBLEM No. 4668 received from R. Worters (Canterbury), G. Stillinglee Johnson (Colburn), A. L. Payne, J. Fowler, H. S. Brandreth (Bournemouth), J. J. Dennis (Gosport), A. H. Arthur (Bath), J. C. Stackhouse (Torquay), W. J. Beane (Bournemouth), G. H. Cloughton (Dudley), H. Grasset Baldwin, Blair H. Cochrane (Harting), Rev. J. Christie, Camille Genoud, G. F. Anderson (Linton), R. Hamond, A. W. Hamilton-Gell, M. G. Ouslow (Bournemouth), G. Cooper (Broadmoor), W. A. Palmer (Hampstead), E. G. B. Barlow, and H. B. Morris.

## SOLUTION OF PROBLEM No. 3697.—By M. L. PENCE.

WHITE BLACK  
1. R to K 3rd B or Kt takes R  
2. Q takes P (ch) B or Kt takes Q  
3. Kt mates.

PROBLEM No. 3670.—By A. M. SPARKE.  
BLACK.

White to play, and mate in two moves.

At the recent Court of Directors of the Royal Exchange Assurance, the Directors decided to recommend the General Court to be held on the 28th inst. to declare a further dividend of 6 per cent., free of Income-tax, making 10 per cent. for the year 1914.

## PARLIAMENT.

THE House of Commons has reassembled in a quiet, business-like mood, content to sit only three days a week, asking numerous questions, and not shrinking from criticism, but giving as ready assistance to the Government as it gave at earlier stages of the war. It was saddened by the news of the death, at the front, of Mr. W. G. C. Gladstone. This was the second case of a Member killed in action, the first being Captain the Hon. Arthur O'Neill. Not only was Mr. Gladstone welcome in the House on account of the name he bore, but his own personal qualities—his lofty sense of duty, his political insight, and his eloquence—inspired sanguine hopes for his career; and in all quarters grief was expressed at the loss of a personality so attractive and promising. The House heard with regret of Sir David Erskine's resignation of the post of Sergeant-at-Arms, which he had held since 1885. Courteous and kind, as well as grave and dignified, he was respected and liked by everybody—by Members, by attendants over whom he ruled, and by occupants of the Press Gallery, for which he was responsible to the Speaker. His figure will be much missed in the chair at the bar of the House, where it was so familiar to a long series of Parliaments. His successor, appointed by the King, is Vice-Admiral Sir Colin Richard Keppel, who comes among Members as a stranger to bear the Mace and attend upon the Speaker. Nothing has recently given the House more satisfaction than Mr. Harcourt's announcement that, although an Imperial Conference of a normal character would not be held this year, it was the intention of the Government to consult the Dominions fully when the time arrives to discuss possible terms of peace. This intimation was warmly cheered by both sides. The House was interested also to hear from the Prime Minister of the appointment of a Munitions of War Committee, with Mr. Lloyd George as Chairman, and including Mr. Balfour, Mr. Montagu, Mr. Arthur Henderson, Mr. G. M. J. Booth (a business expert), and representatives of the War Office, the Admiralty, and the Board of Trade. Its function is to ensure the promptest and most efficient application of all the available productive resources of the country to the manufacture and supply of munitions of war for the Navy and Army. In another debate on the contract with Mr. Meyer for the purchase of timber, which has been so often and so bitterly discussed, a small group of Radicals, with increased vehemence and acrimony, attacked the Office of Works. Mr. Bonar Law's tone of comment was much more moderate, and although the critics on the Ministerial side called for Lord Emmott's resignation, they did not take a division.

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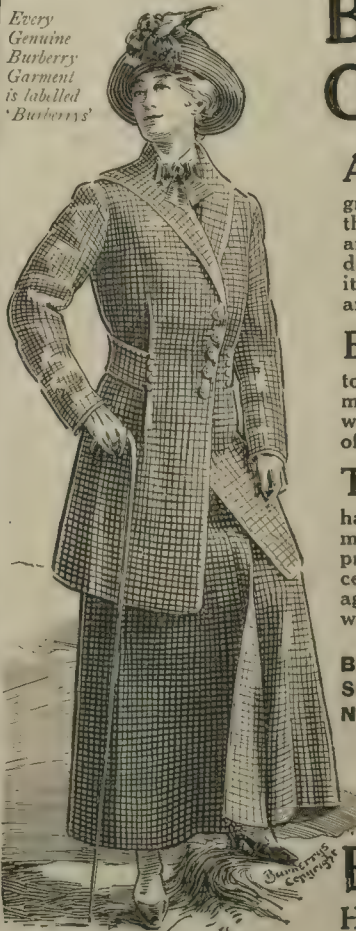
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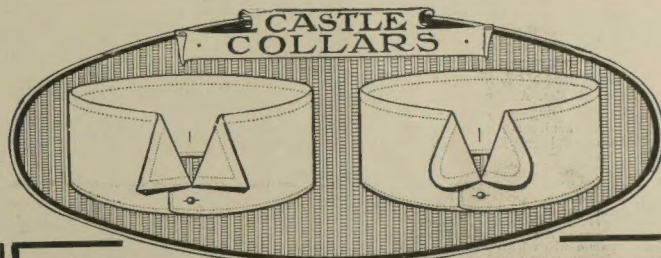
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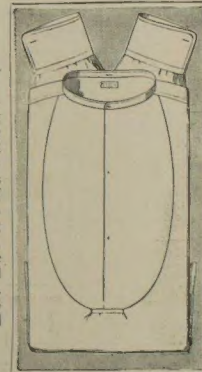
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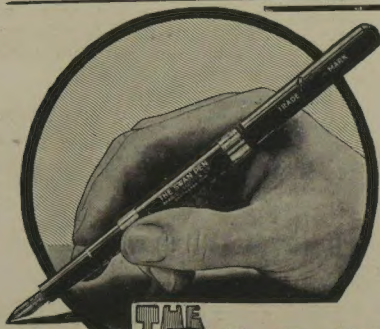


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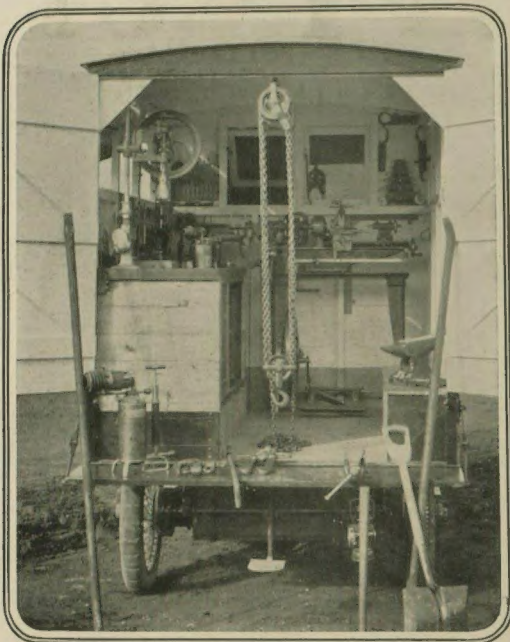
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comprises a garage-lathe capable of any light class of turning, screw-cutting, and so on; a bench fitted with a hand-drilling machine; a good assortment of bench tools, drills, taps, stocks and dies, some wood-working tools, a medium-sized vice and a heavy vice, the last-named being mounted on the tail-board. There are also a light lifting-block, a pair of light but very strong tubular crow-bars, and one or two useful implements that would be required in such a situation as when a car had to be got out of a ditch.

**Microbe Cultivator.**

While writing on Service cars for use at the front, mention must not be forgotten of the 25-h.p. Albion car that has been equipped as a bacteriological laboratory. Nowadays everything seems to be run on wheels, so, perhaps, it is only natural that the cultivation of microbes by incubation and similar work necessitated by the need for inoculations, etc., should have its properly equipped motor transport. This laboratory has been built for the use of the Welsh Army Corps. It will be employed at the seat of hostilities later on, but at present is at work at Colwyn Bay, the headquarters of this corps in training. The staff consists of a doctor, an assistant, and a driver; and the van is so fitted that comfortable sleeping accommodation is provided in the interior. In emergencies, it is so arranged that the driver shall be able to sleep on his seat; while above it is fixed the orderly's folding bunk. There are two compartments of the interior, the forward one containing the "culture" cupboards; while all the bottles are so securely fixed in clips, etc., that there is no rattle or jarring likely to happen while travelling. Besides the incubators for the cultivation of microbes, the equipment consists of sterilisers, test-tubes, microscopes, kerosene-tank, water-tank on the roof, toilet and sleeping kit. All tubes, glass-ware, etc., are carried in racks fixed with rubber sheeting to prevent vibration.

**Suitable Headlights.**

I hope the authorities down South will take advantage of the co-operation of the Lancashire Automobile Club and the Chief Constables of the County Palatine in regard to the question of powerful headlights. Mr. James Campbell, the secretary of the Lancashire A.C., writes that the club was approached by the Chief Constable of the county, and those of the boroughs, with a view to arriving at some satisfactory solution to secure uniformity of lighting on cars throughout the county. By arrangement, several cars belonging to the members had their headlights treated in different ways, so as to subdue the lights, at the same time giving sufficient light to ensure safety when driven at night time. A meeting was then arranged, and after the various cars had paraded with their lights



ALIKE POPULAR AND UP TO DATE: MISS MODESTA DALY AND HER "FIAT."

Miss Modesta Daly is appearing in "Betty" at Daly's Theatre. The smart and neatly appointed car she is seen standing beside is one of the Fiat firm's latest type cars, a 20-30-h.p. limousine-landaulette. [Photograph by Wakefield.]

subdued, it was the unanimous opinion of the authorities present (the Chief Constables and the military commandant for the district) that the most effective arrangement was that where the top half of the glass front of the lamps (so as to come just below the bulb of the electric lamp or the burner of the acetylene-lamp) was painted black, and the lower half of the back reflector also similarly painted. This gave ample light for the driver to see all objects on the road, yet kept the light down on the surface, preventing any upward glare. All headlights so treated and subdued will be satisfactory to the police in Lancashire. I have hopes that it will be equally so in Middlesex. In order that the paint can be easily removed without damaging either the glass or the reflector, Brunswick black or Ready Bound Drop black should be used for the glass, and the latter only for the reflector, as they are easily removed by using methylated spirits. — W. W.

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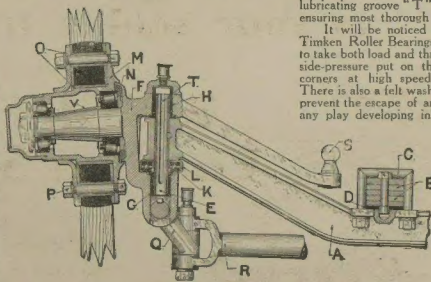
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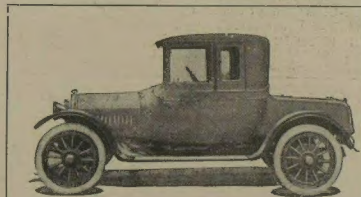
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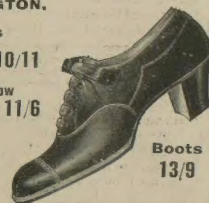
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## WILLS AND BEQUESTS.

THE will (dated Jan. 12, 1914) of Mr. ARTHUR KEEN, of Sandyford, Augustus Road, Edgbaston, Chairman of Guest, Keen, and Nettlefolds, Ltd., who died on Feb. 8, is proved by his sons Arthur Thomas Keen and Albert George Keen, the value of the estate being £1,000,000. The testator gives £15,000 in trust for his grandson Arthur F. W. Gossage; £100 to his esteemed friend Sir Edward H. Holden, Bt., M.P.; £1000 to his private secretary Harry Probyn; £600 to Ada Ravenhall; legacies to servants; and the residue to his children Eleanor J. A. Hazelhurst, Victoria Alice Stevens, Gertrude B. Keen, Mary Glover Darbyshire, Emily Margaret Wiggins, Francis Watkins Keen, Harry Augustus Keen, Arthur Thomas Keen, and Albert George Keen.

The will of the Hon. ROBERT MARSHAM-TOWNSHEND, of Frognal, Foots Cray, Kent, and 5, Chesterfield Street, W., who died on Dec. 11, is proved by Hugh S. Marsham-Townshend, son, and Sir John W. Buchanan Riddell, Bt.,

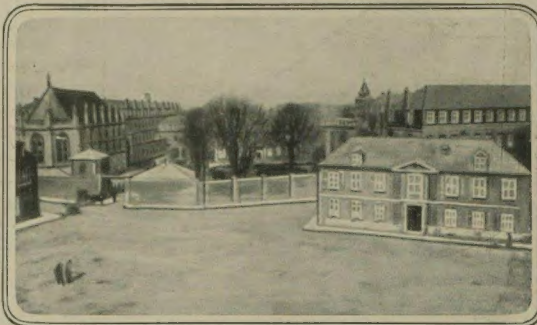
the value of the estate being £70,842. He charges the estates of which he was tenant for life with the payment of £700 a year to his wife, and he gives to her £1000 and the use of his town house; £10,000 to his son Ferdinand; annuities of £60 each to the Ladies Margaret, Mary, and Anne Marsham; legacies to servants; and the residue to his son Hugh Sydney Marsham-Townshend.

The will and codicils of Mr. WILLIAM LONG, of Thelwall, Heys, Chester, and Cleebarrow, near Windermere, who died on Feb. 13, are proved, the value of the property being £99,136. Testator gives to his wife £10,500, the use of Cleebarrow, and an annuity of £1500 and also £10,000, hoping she will apply it for charitable purposes and persons, and £1000 for clerks, workmen, and others in his employ; to his daughter Marian Shipman the property known as Thelwall, desiring that she should, in the event of her ceasing to reside there, make it over to the Corporation of Warrington, the open space part to be used as a site for a convalescent hospital. Subject to a few small legacies, the residue goes to his daughter for life, with power of appointment there-over in favour of her children, and, on failure of issue, one half goes to his daughter may appoint, and the other half to the Corporation of Warrington for a Convalescent Hospital for the Poor.

The will (dated Dec. 17, 1912) of Mr. WILLIAM NEWTON DUNN, of Glenfelen, Wray Park, Reigate, and 1 and 2, Bucklebury, City, architect, who died on Dec. 23, is proved, the value of the estate being sworn at £108,223. He gives to his wife £500, and while residing at Glenfelen £2000 a year, and thereafter £1200 a year; to his clerk, Harry Bower, £500; to his sister and grandchildren £100 each; to the Tenby Hospital £100; to his niece Gladys Watson £100; and the residue in trust for his three children.

The will of Mr. RICHARD JOHN BOWERMAN, of 3, Grays Inn Square, and 32, Pembroke Square, Bayswater, who died on Feb. 16, has been proved, and the value of the estate sworn at £235,025. He gives his reversionary interest under their marriage settlement and in funds settled by his father, £2000, and the furniture and domestic effects to his wife; £3000 to his partner Charles Ridge Forward;

£500 each to his clerks Frederick Hardy Poskitt and Arthur Slack; £400 to his clerk Frederick Eustace; £300 each to Mrs. Templeman and Mrs. Rosselloty; and the remainder in trust for his wife during widowhood. Subject thereto, £1000 goes to the Bishop of London's Fund;



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£1000 to the Working Ladies Guild; £500 each to the London Hospital and the Bridewell and Bethlehem Hospital; £250 to the Solicitors Benevolent Association; and the residue to the children of his sister Elizabeth Eames.

Piano teachers and students will find the series of studies edited by Mr. Franklin Taylor, and published by Messrs. Novello, very useful and convenient. The volumes are clearly printed on stout paper in a handy size. Three which we have received are "Gradus ad Parnassum" (twenty-four selected studies), by Muzio Clementi; "Etudes" (fifty-six studies), by J. B. Cramer; and "School of Velocity" (thirty studies), by Charles Czerny (Nos. 15, 16, and 18 respectively in the Edition Novello). The Clementi is sold at 3s. net, or can be had in four books at 1s. each; the Cramer is 4s. net, or in five books at 1s. net each; the Czerny, 2s. 6d., or in three books at 1s. each.



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